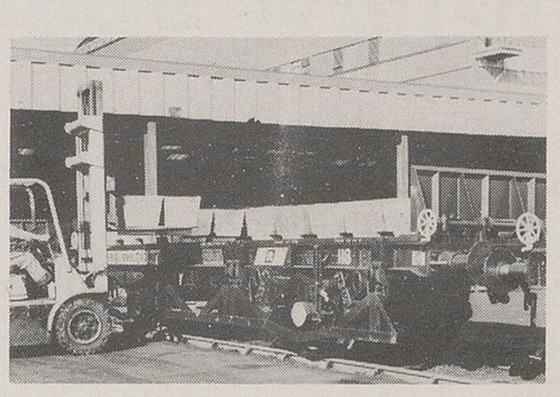
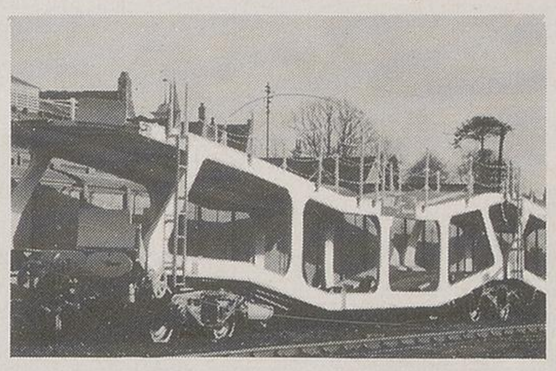
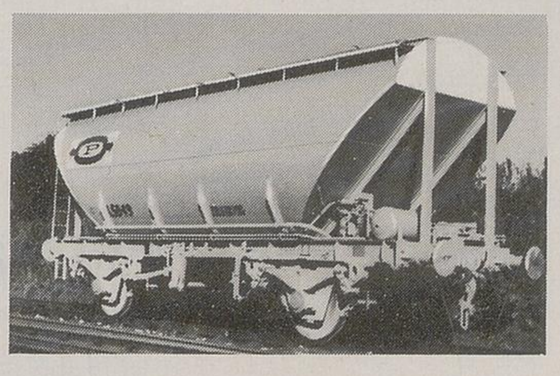
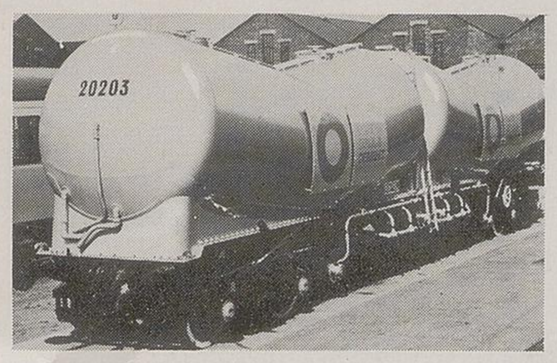
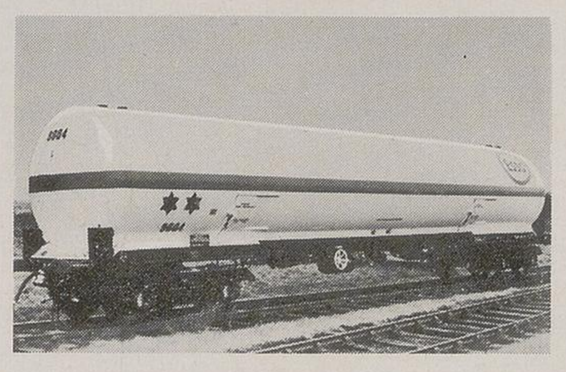
CHOOSE YOUR WAGON

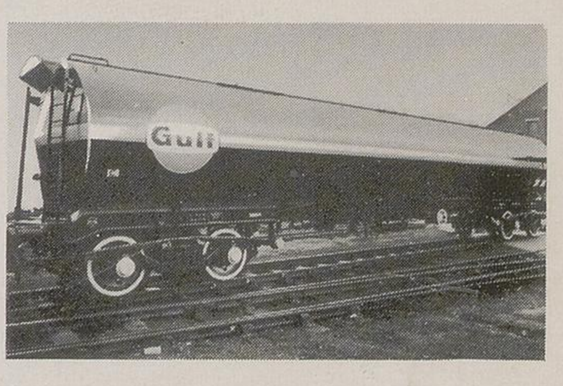


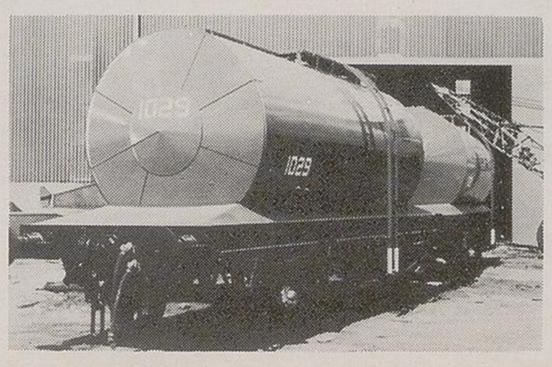












Railfreight

Tailor-made wagons for you

We own and operate a vast fleet of freight wagons of various shapes and sizes but even so we are unable to cater for some of the more specialised requirements of industry. That's where privately-owned wagons come in. Here are a few of their many advantages.

Wagons can be tailor-made – with special tank linings, for example, or dimensions to meet your particular needs – and all painted in your "house" colours, which means that your wagons become your own mobile advertisements.

Many privately-owned wagons run as a complete company train, and the result is a speed-up in their transit and availability at terminals, which saves you money. Firms using them for major traffic flows also have the benefit of long term contracts with British Rail – another saving. It is not often appreciated that the cost of railway wagons can be cheaper than the equivalent tonnage of road vehicles ; and quite apart from their longer life – ten years is common – you don't have to worry about paying the drivers or the costly road tax. Furthermore, any industry can claim a first year allowance of 100 per cent for their own wagons (which should interest your Accountant).

Wagons can be hired or leased and the rent can be treated as an allowable expense for the purposes of Corporation Tax and, because the terms usually cover the cost of maintenance and repair, this is yet another financial gain for you. And if your organisation is in the assisted areas laid down in the Industry Act 1972 you may be entitled to even further financial aid.

Ways and means

There are three choices. You can buy your own wagons for cash or by hire purchase ; lease them ; or hire them by short or long term arrangements.

Published figures show that over a period exceeding seven years there is little difference in the net cost when comparing outright purchase and leasing, but some companies prefer leasing or hiring because it does not involve a large capital outlay.

The principal difference between owning your wagons and the other two methods is that with leasing and hiring the vehicle remains the property of the leasing/hiring company with no option to purchase. With hire purchase the period over which the vehicles are bought is usually shorter and a deposit of between 10 and 20 per cent is usually required. The major advantages of leasing or hiring are that no deposits are involved and accounting methods are simpler. With leasing, the residual value of the vehicle may be refunded at the end of the lease period or credited against a new lease or, as an alternative, the vehicle can be kept in service at a nominal rent. Some leasing companies will add services such as maintenance and insurance.

There is no mystique about the leasing concept ; it is easy for credit-worthy organisations to obtain leasing finance. The exact amount is raised against the specific items and it is a very convenient method of acquiring the use of the equipment. The payments are made from the profits generated by the leased assets. There are no perpetual liabilities or obligations, and the lease is self-liquidating over the predetermined period.

At the end of the basic lease period in which the main rentals are repaid there is an option to renew on a year-by-year basis at a purely nominal rental. Companies are of course free to select their equipment, and the benefits of all warranties and guarantees provided by the manufacturers are automatically assigned to the user under the terms of the lease.

Points to consider in selecting your wagon

Payload

Payload to tare weight ratio is all-important. Examine the optimum cubic capacity in relation to gross laden weight.

Loading

Do you require an open wagon, or is the traffic better suited to pressure filling ? For pallets you need a wagon with unobstructed access from both sides. They may be better secured and loaded with special internal fittings.

Discharge

Do you require side door discharge, bottom door discharge, pressure discharge, or no discharge doors at all where grab or tippler unloading is concerned ?

If speed is paramount, it may be worth considering the use of automatic lineside equipment to actuate wagon doors.

Terminals

Wagon wheelbase can be affected by curves in private sidings or other terminals. Axle loadings vary too.

Routes

If your wagons are destined for Europe check their routes – because the loading gauges and axle loadings vary.

Speed

Build for the long term : all wagons should be capable of speeds of at least 60 mph, equipped with air brakes and roller bearings.

Special features

- For bulk commodities the angle of repose is vital – steep valley sides within the vehicle prevent materials sticking.
- If there is any question of corrosion perhaps coated steel or aluminium ought to be considered. And regarding waterproofing you may need to consult specialists.
- Palletised goods are best carried in a tailor-made body without void space.
- Double tiering of pallets may require a separate second floor.
- Internal fittings may benefit the loading of your traffic.

These are all specialist points, as we have said. If you need more information or would like to discuss any aspect of vehicle construction or performance, please contact your local British Rail Freight Representative.

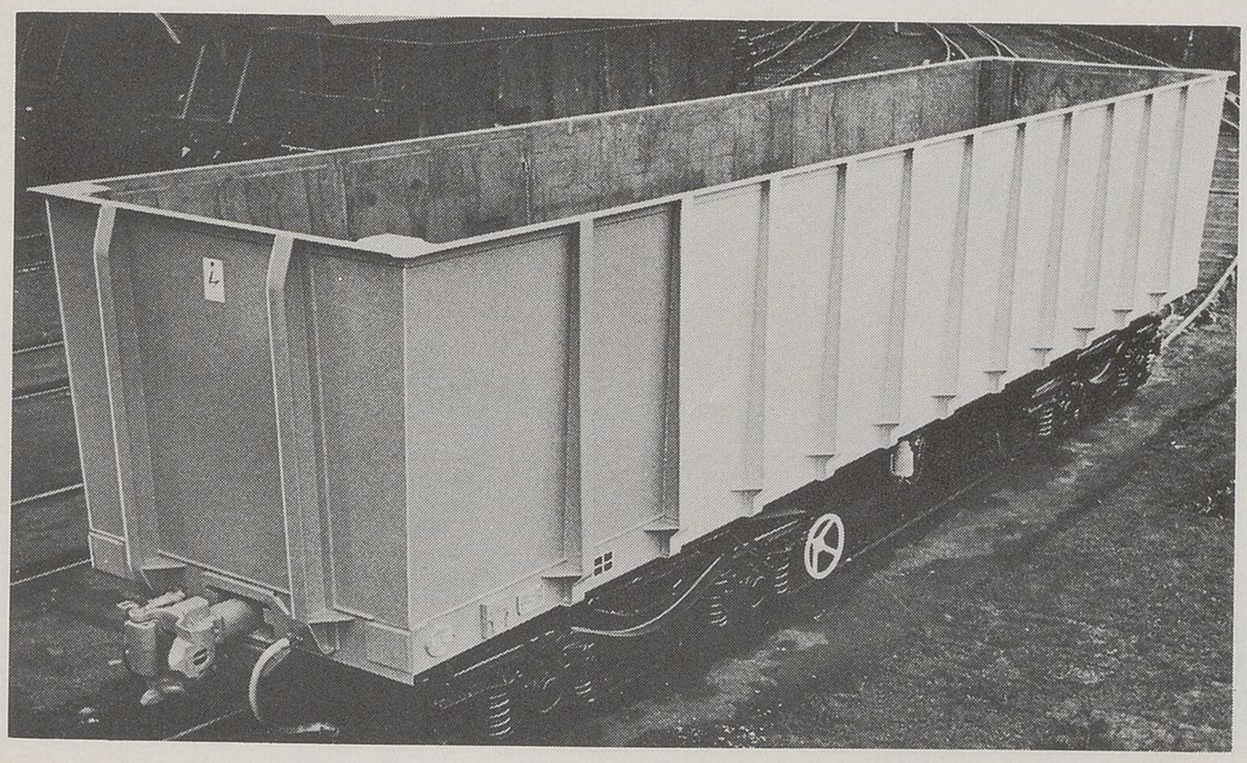
Create your own advertising panels and British Rail will transport your company image all over the country — in Europe too if you are sending to the continent.

Good company

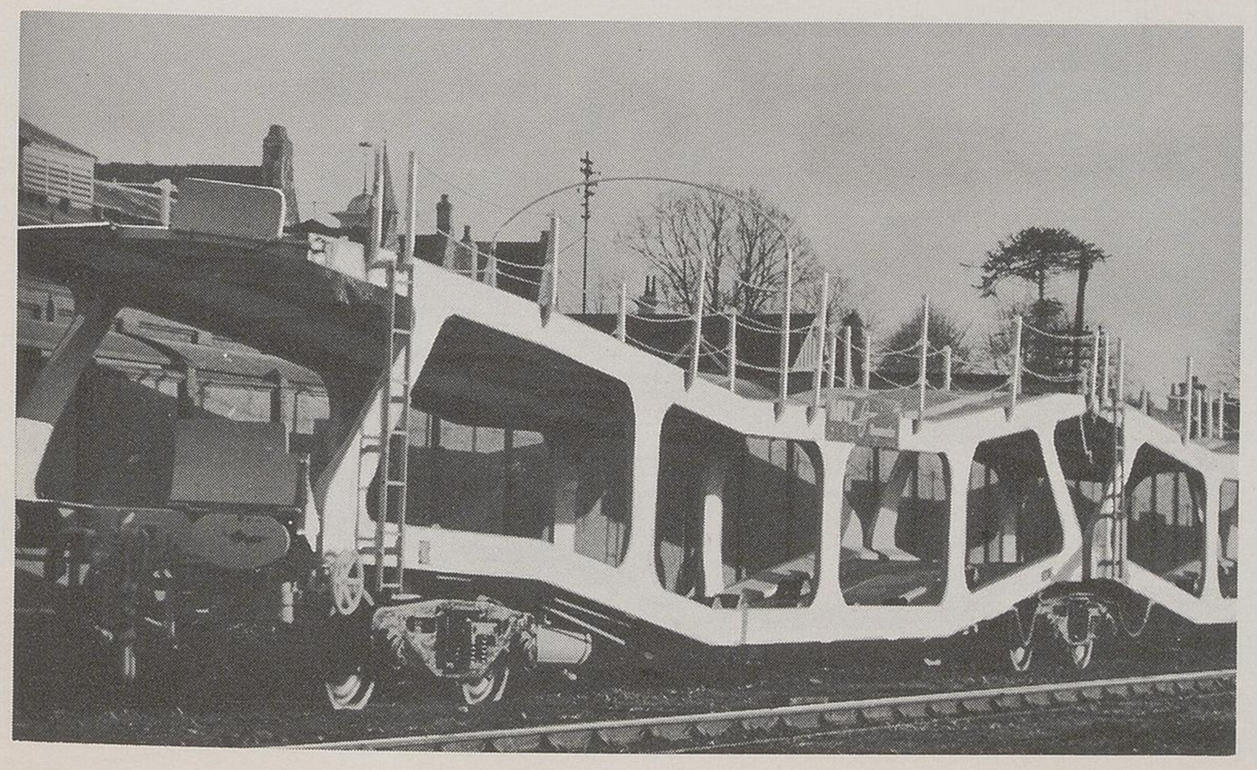
These photographs show the action other companies have taken.

They are going places with Rail Freight – why not join them?

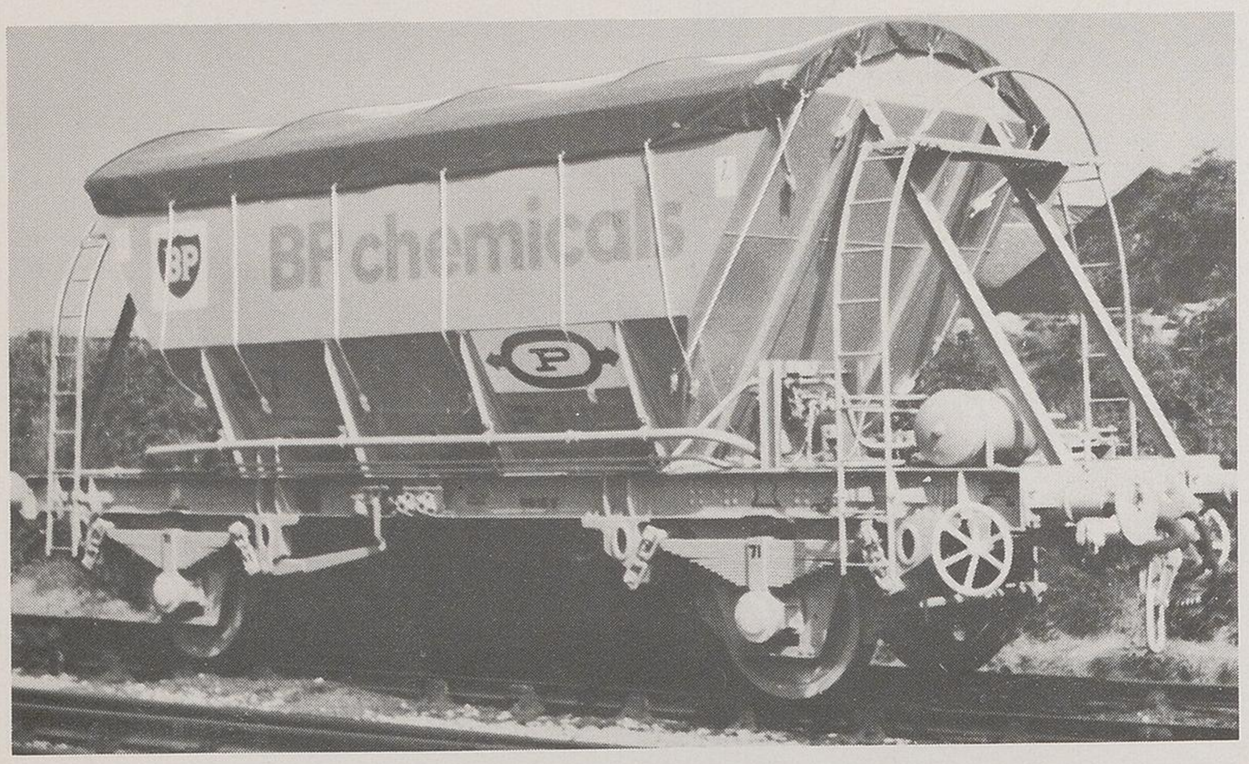
56 ton capacity bogie van for bagged fertiliser traffic. Leased by Shellstar from British Railway Traffic & Electric. Built by British Rail Engineering.



76 tons capacity Iron Ore Tippler. Built by British Rail Engineering for the British Steel Corporation.

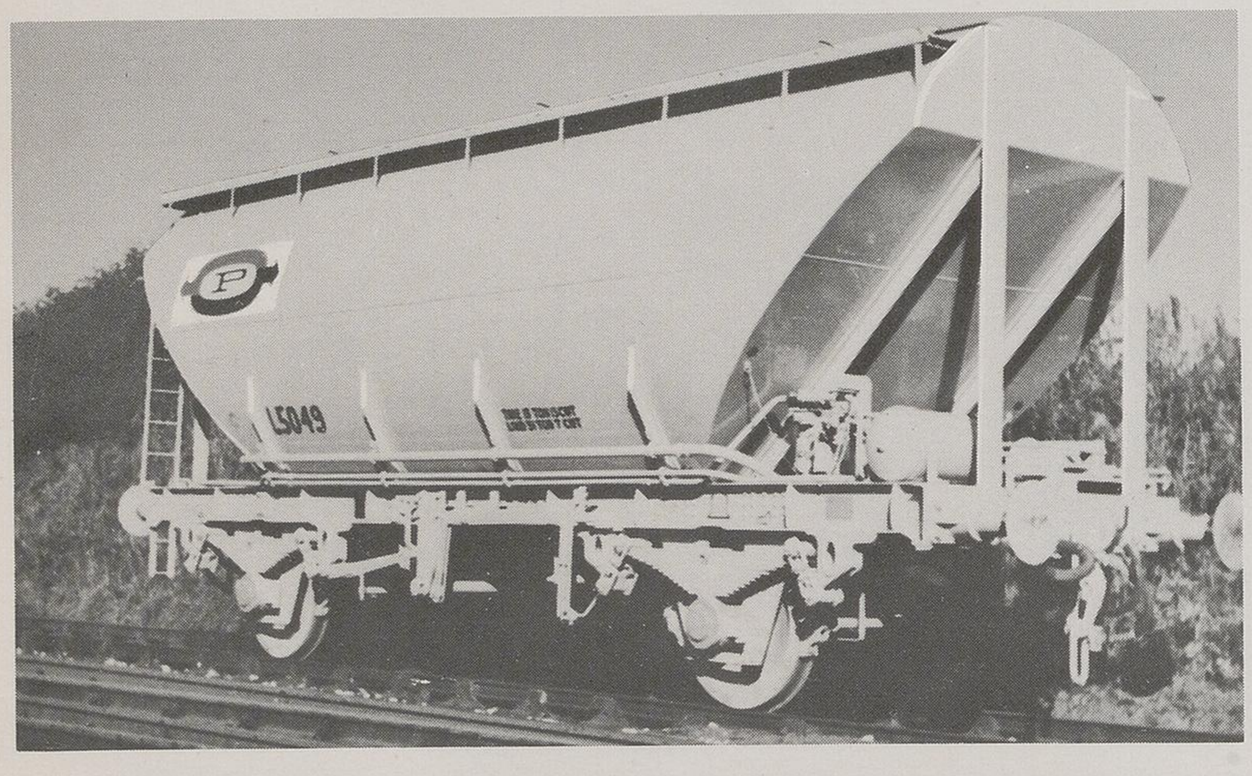


Cartic Car Transporter. Four vehicle units each carrying up to 32 cars. Built by British Rail Engineering for MAT Transport.



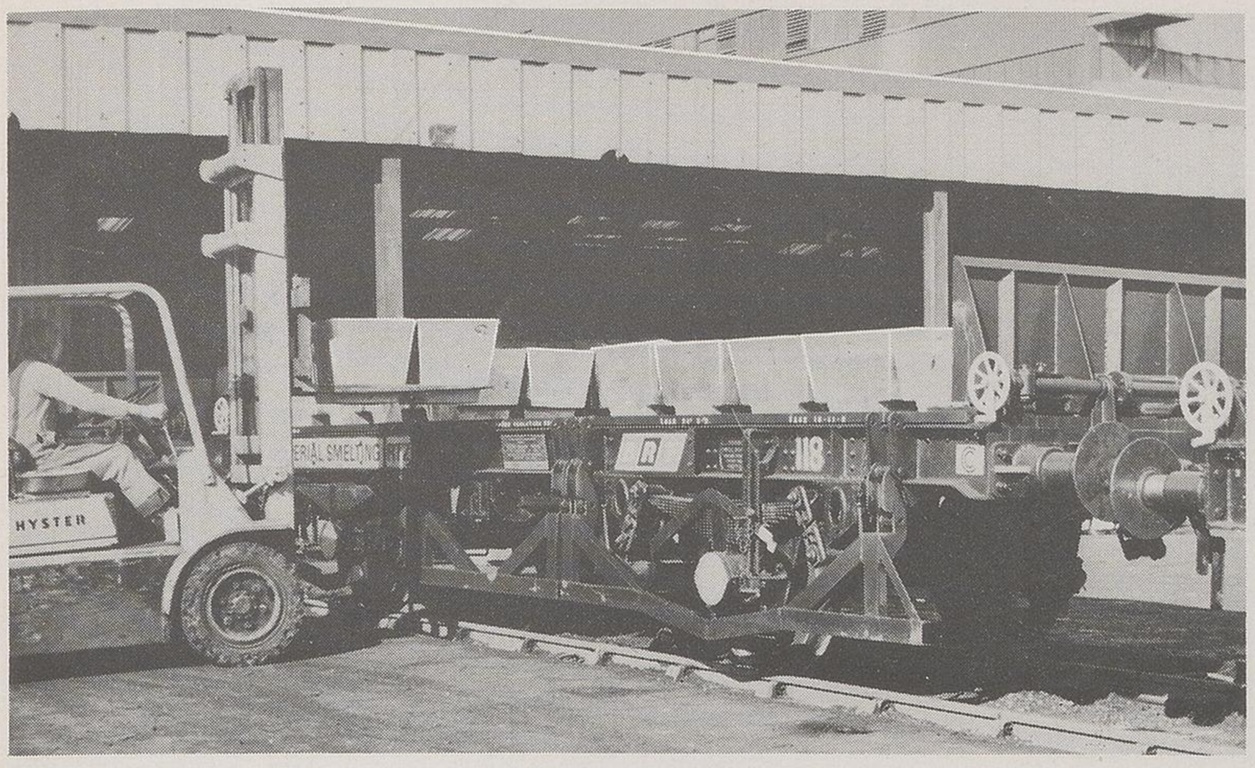
32 tons capacity Salt Hopper wagon leased by BP Chemicals from Procor (UK). Built by the Standard Railway Wagon.

72 tons capacity Bogie Tank Wagon. Built for Algeco (UK) by Charles Roberts.

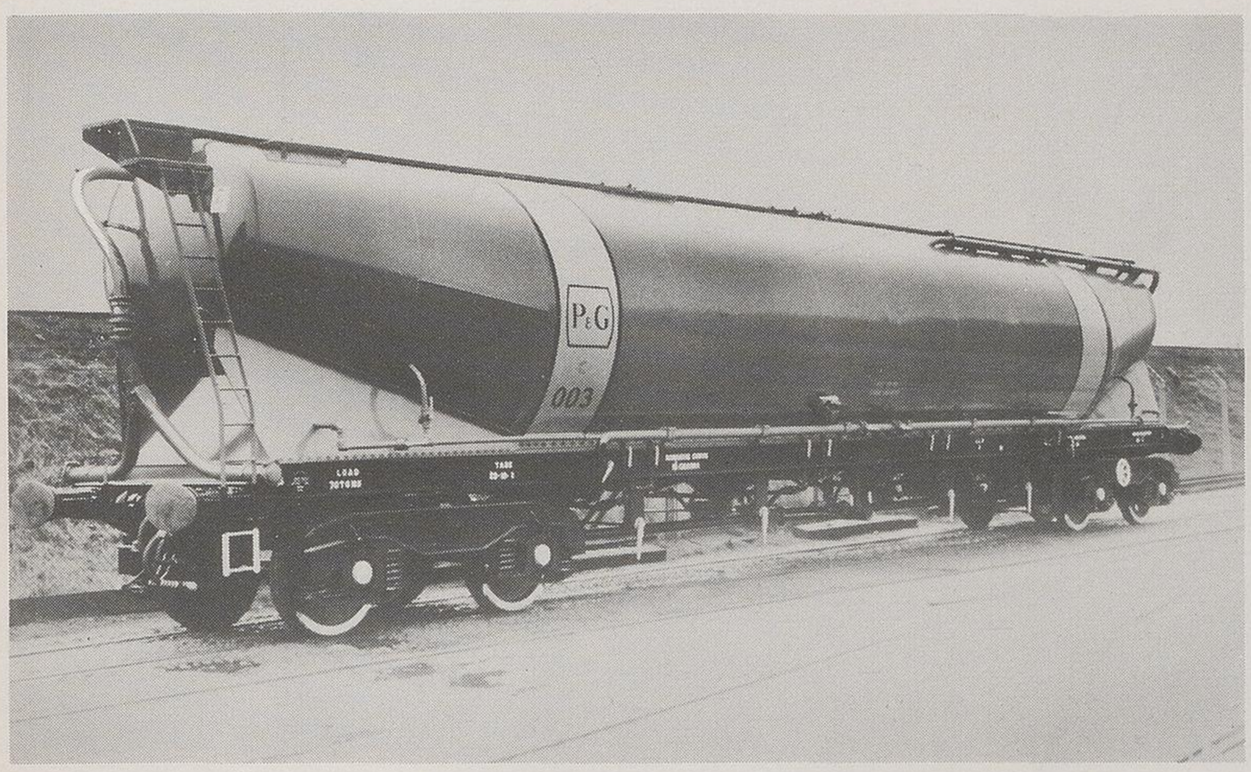


32 tons capacity Lime Hopper wagon. Leased by the British Steel Corporation from Procor (UK). Built by the Standard Railway Wagon.

32 tons capacity Tank Wagon. Leased by VIP Petroleum from British Railway Traffic & Electric. Built by Norbrit-Pickering.

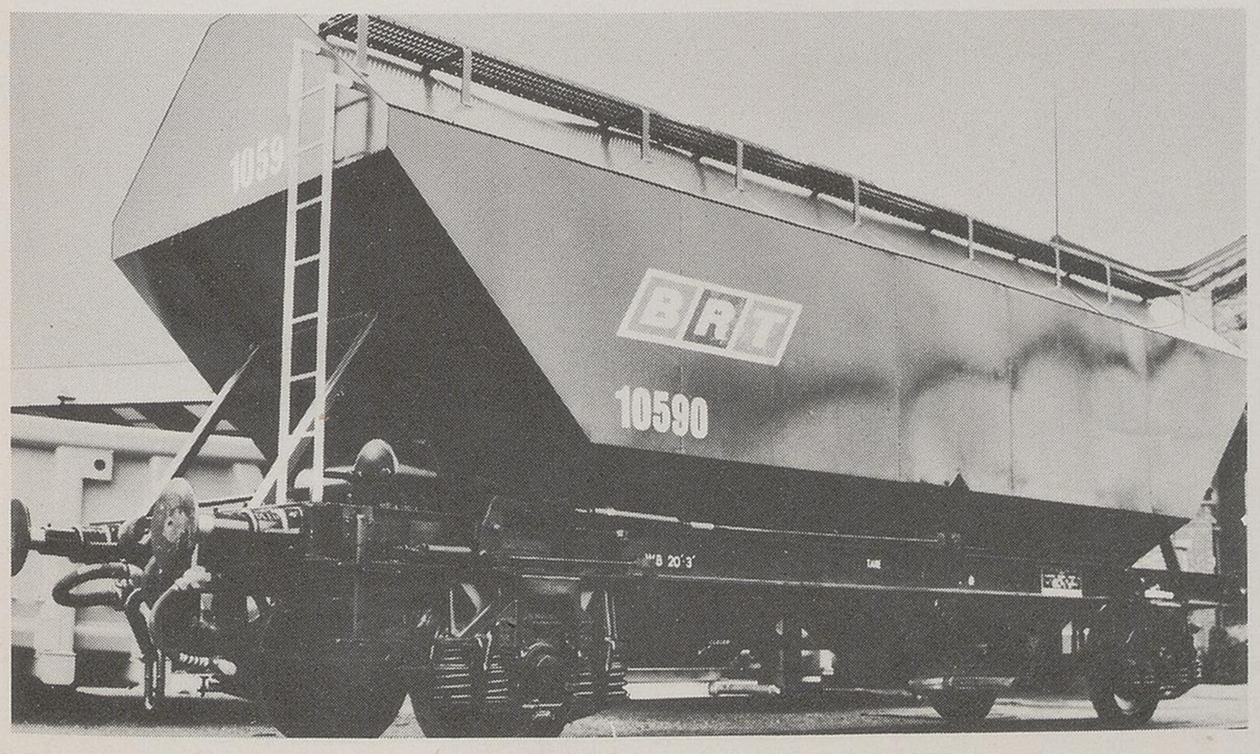


34 tons capacity Zinc Block Wagon. Leased by Imperial Smelting Corporation from British Railway Traffic & Electric. Built by Powell Duffryn.



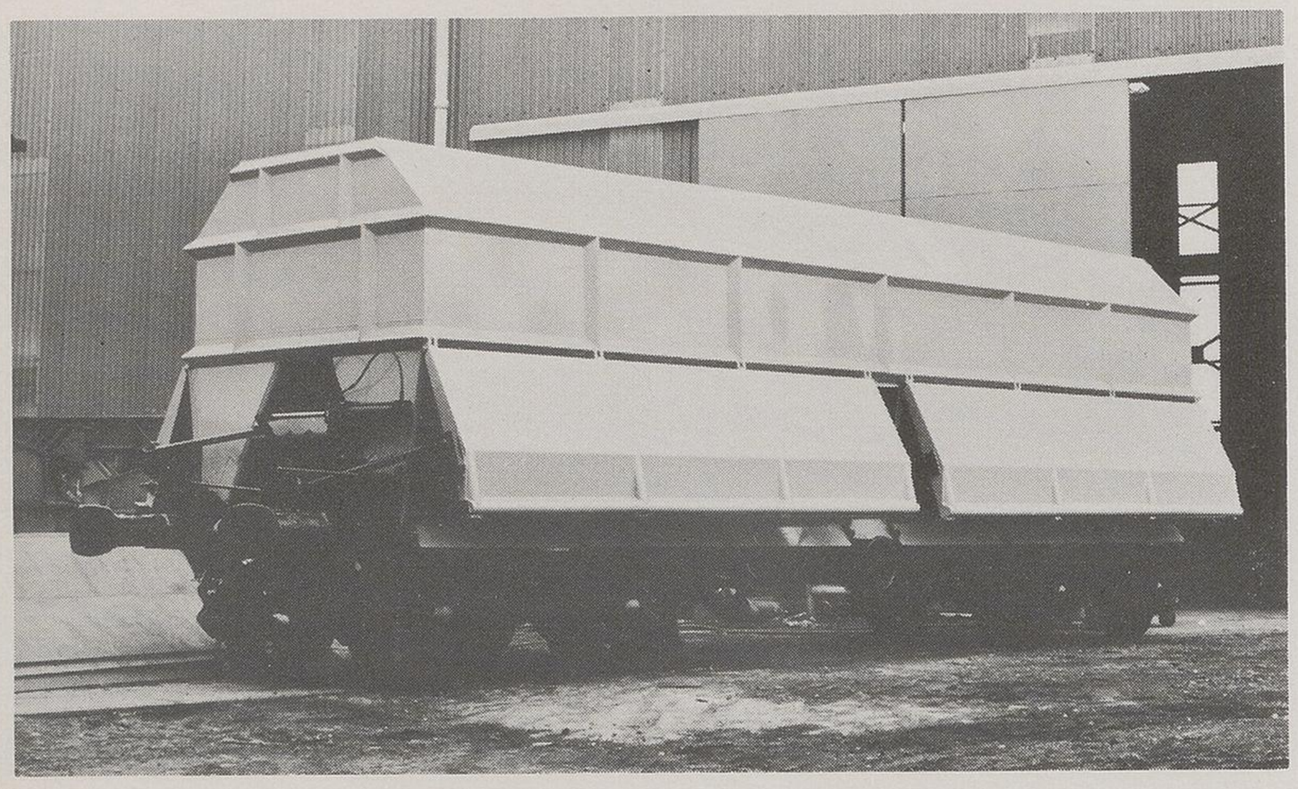
70 tons capacity Tripolyphosphate Wagon. Leased by Procter & Gamble from Procor (UK). Built by Charles Roberts.

23 tons capacity Bulk Grain Wagon. Leased by Distillers Company from British Railway Traffic & Electric. Built by Pressed Steel Fisher.



32 tons capacity Petroleum Coke Wagon. Leased from British Railway Traffic & Electric. Built by British Rail Engineering.

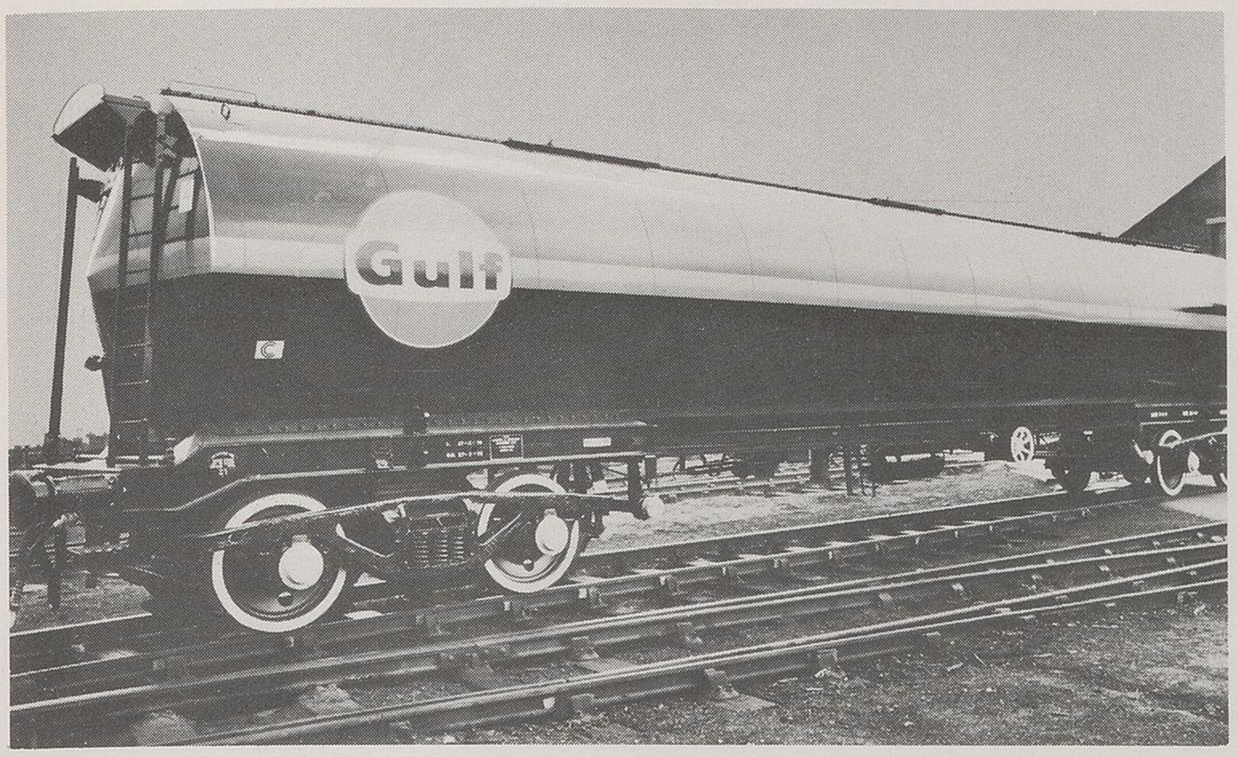
28 tons capacity Carbon Dioxide Tank Wagon. Leased by Distillers Company from Storage & Transport System. Built by British Rail Engineering.



67 tons capacity bogie side discharge Hopper Wagon. Built for R. K. Francis by Installation & Manufacturing Contractors.

27 ton capacity Tank Wagon. Leased by Traffic Services from Storage & Transport System. Built by Powell Duffryn.

20 tons capacity Ammonia Tank Wagon. Leased by I C I Agricultural Division from Tank Rentals. Built by Charles Roberts.

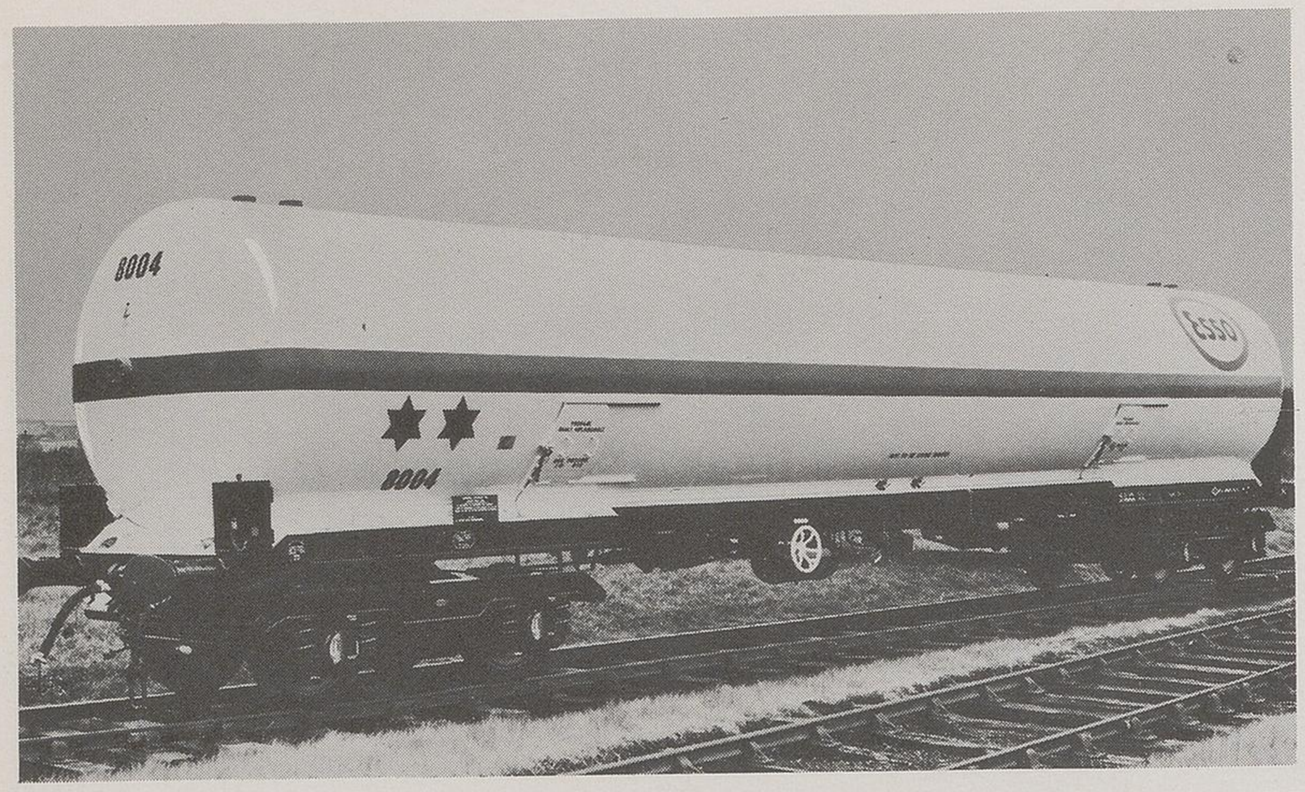


71 tons capacity Bogie Tank Wagon. Leased by by Gulf Oil from Lloyds & Scottish (Leasing). Built by Metro-Cammell.

73 tons capacity Bogie Tank Wagon. Leased by Esso from Lloyds & Scottish (Leasing). Built by Metro-Cammell.

37 tons capacity Hopper Wagon. Leased by Foster Yeoman from Procor (UK). Built by Charles Roberts.

67 tons capacity Tank Wagon. Leased by Amoco from E. G. Steele. Built by C F M F.



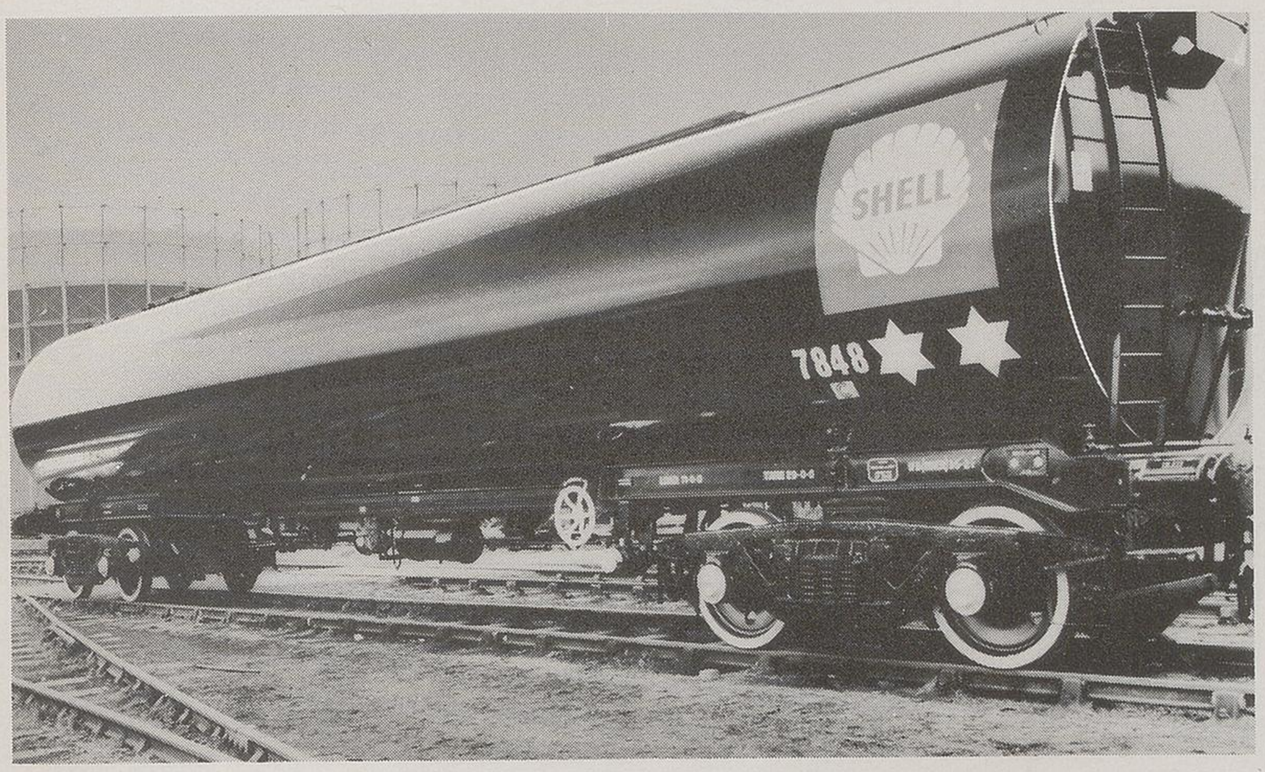
47 tons capacity Butane Bogie Tank Wagon.
Built by Norbrit-Pickering for Esso.

32 tons capacity Tank Wagon. Built by
Norbrit-Pickering for Shell Mex & BP.

32 tons capacity China Clay Slurry Wagon.
Leased by Bowaters (UK) from Storage &
Transport System. Built by Installation
& Manufacturing Contractors.

34 tons capacity Tank Wagon. Leased by Total
Oil (GB) from E. G. Steele. Built by C F M F.

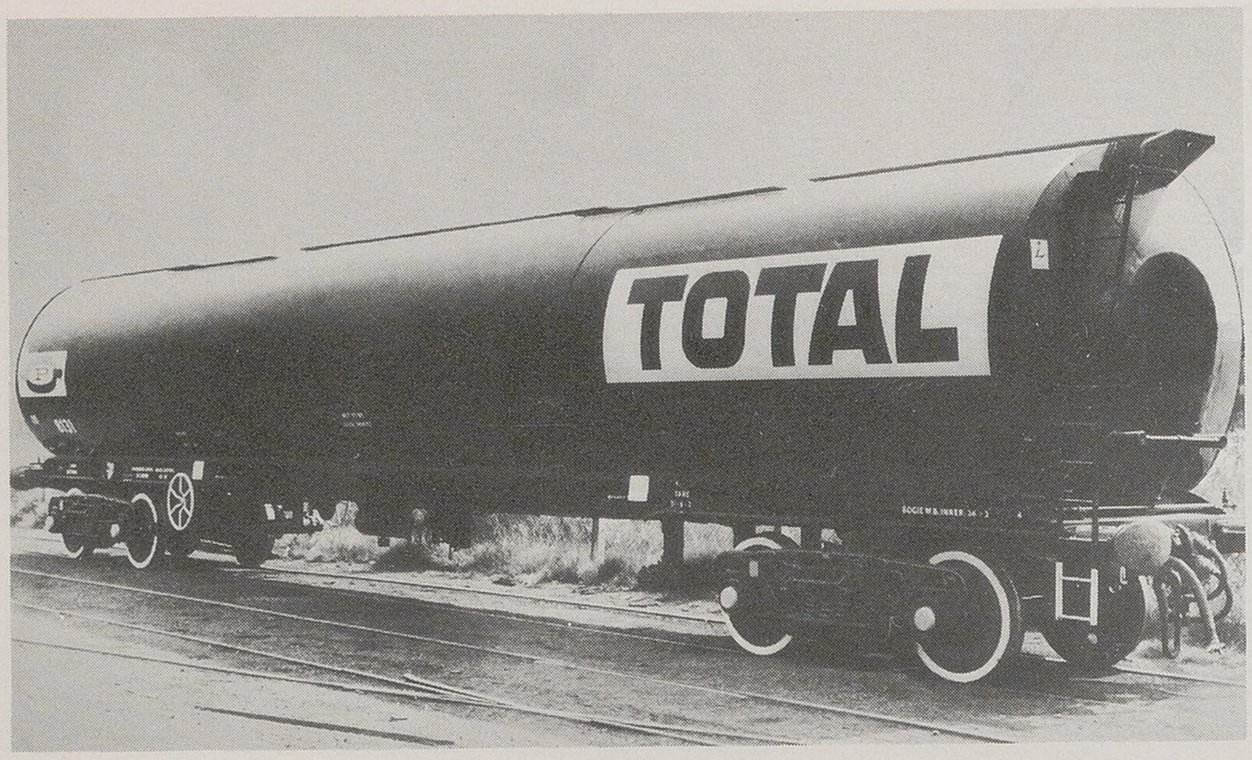
78 tons capacity Bogie Cement Wagon. Leased by Associated Portland Cement from Lloyds & Scottish (Leasing). Built by Metro-Cammell.



72 tons capacity class B Bogie Tank Wagon. Built for Shell Mex & BP by Metro-Cammell.

25 tons capacity Stainless Steel Ferry Tank Wagon. Built by Charles Roberts for P. Hauser.

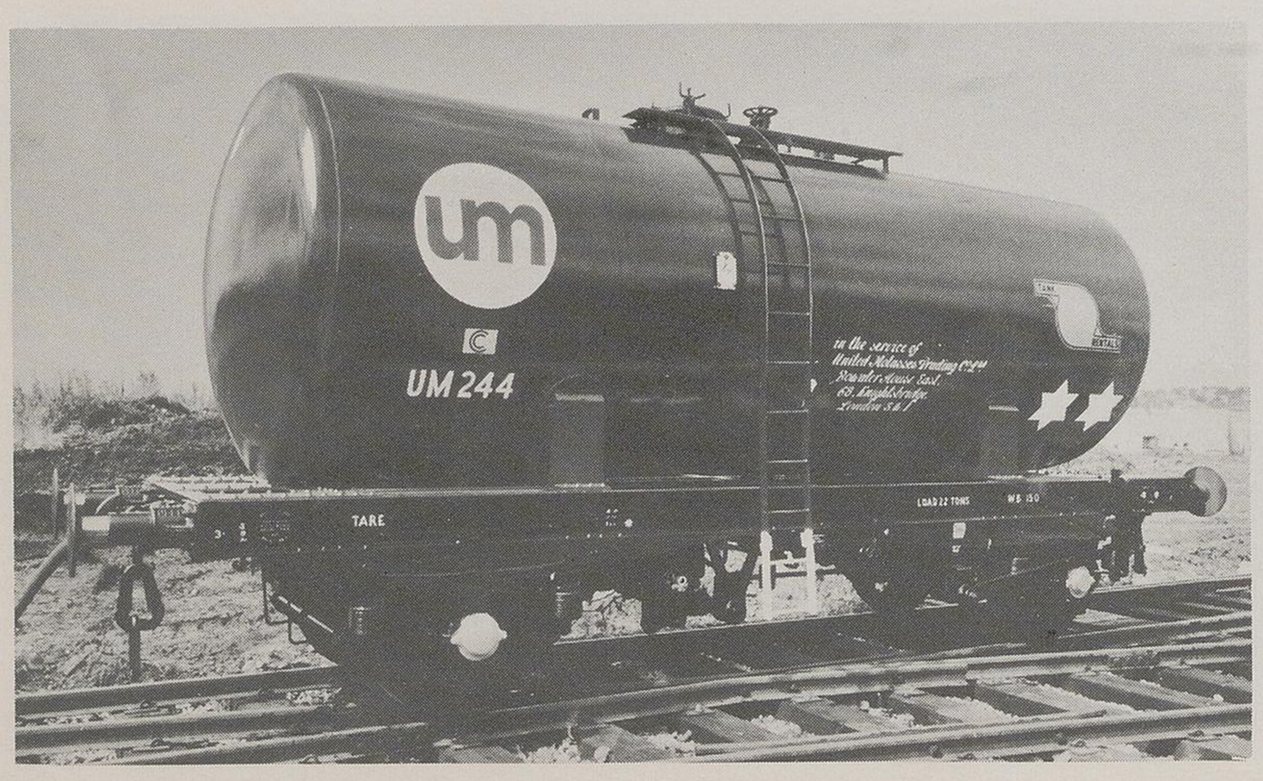
21 tons capacity Tank Wagon. Built for Algeco (UK) by Metro-Cammell.



69 tons capacity Bogie Tank Wagon. Leased by Total Oil (GB) from Procor (UK). Built by Charles Roberts.

72 tons capacity Aggregate Wagon. Built by Charles Roberts for Equipment Leasing. Leased to Marinex Gravel.

53 tons capacity LPG Bogie Tank Wagon Built by Charles Roberts for Esso.



22 tons capacity Molasses Tank Wagon. Leased by United Molasses from Tank Rentals. Built by Charles Roberts.

The choice is yours

These firms specialise in building, leasing, hiring and financing railway wagons. They will all be delighted to answer any questions.

BUILDERS

British Rail Engineering Limited
274/280 Bishopsgate
LONDON
EC2M 4XQ

Installation & Manufacturing
Contractors Ltd
47 Baldock Street
WARE
Hertfordshire

Butterley Engineering Co Ltd
Ripley
DERBY
DE5 3BQ

Gloucester Railway Carriage
& Wagon Co Ltd
Bristol Road
GLOUCESTER
(Bogies only)

Norbrit-Pickering Ltd
WISHAW
Lanarkshire
ML2 0EJ

Redpath Dorman Long Ltd
Manufacturing Division
Teesside Branch
PO Box 15
MIDDLESBROUGH
TS3 6AS

Charles Roberts & Co Ltd
Horbury Junction
WAKEFIELD
Yorkshire

The Standard Railway
Wagon Co Ltd
Reddish
STOCKPORT
SK5 6TJ

Powell Duffryn Wagon Co Ltd
Cambrian Works
Maindy
CARDIFF
CF4 3XD

HIRERS, LEASERS, FINANCE HOUSES

Algeco (UK) Ltd
Carrier House, Warwick Row
LONDON SW1E 5ER

British Railway Traffic and
Electric Co Ltd
60 Charles Street
LEICESTER
LE1 1FB

P. Hauser Ltd
35/37 Whitworth Street West
PO Box 190
MANCHESTER
M60 1NS

Lloyds & Scottish (Leasing) Ltd
4 Vigo Street
LONDON
W1X 2AD

Procor (UK) Ltd
Buckingham House
The Broadway
STANMORE
Middlesex
HA7 4HB

Storage & Transport System Ltd
76 Brompton Road
LONDON SW3

Traffic Services Ltd
Clarendon House
11/12 Clifford Street
LONDON
W1X 2HD

E. G. Steele & Co Ltd
25 Dalziel Street
HAMILTON
Lanarkshire
ML3 9AU

The Standard Railway Wagon
Co Ltd
Reddish
STOCKPORT
SK5 6TJ

Tank Rentals Ltd
HORBURY
Wakefield, Yorkshire WF4 5ES

Equipment Leasing Co Ltd
55 Bishopsgate
LONDON EC2

Lombard North Central Ltd
PO Box 88
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CROYDON
CR9 3BL

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